WEIGHTY ARGUMENTS AGAINST THE INTERSTATE

COMMERCE BILL. [BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, Jan. 11.-The favorable impression created by Senator Stanford's speech in the Senate yesterday was heightened by its appearance in The cord to-day. It has attracted unusual attention, and some of its striking points are to-day the theme of general discussion. It is conceded to be a strong and able argument against the Cutiom-Reagan bill, even by the most ardent supporters of that measure. Representing as it does the opinion and the result of many years of practical experience of one of the best known and most conservative railroad men in the country -a man who has in more ways than one shown his practical interest in the welfare of the toiling wage-earners-it carries additional weight, and is discussed to-day by members of the House and Senate with the interest and the consideration it really deserves. It is therefore given herewith in full:

Mr. PRESIDENT: I shall speak to this bill as I under stand it. In what I shall have to say upon the measure I shall endeavor to be entirely candid and correct. The importance of the subject is so great that it can only be per manently settled upon right principles. Anything else means renewed and continued disturbance. The bill under sideration provides for a regulation of one species of

consideration provides for a regulation of one species of supporty not common to others. To see how far this is usiliable, it is well for us to consider the creation of altroads and to understand how they are created.

Railroad companies are organized under the general laws of the different States. They have a exclusive privileges. They are associations aided y these general laws, laws of which every citizen or any umber of citizens may avail themselves equally with see forming the railroad company. In the mere fact of sociation they may exist entirely without the aid of the site. The association has a patural as it is for one may to

those forming the railroad company. In the mere fact association they may exist entirely without the aid of the state. The association is an antiral as it is for one man call in his neighbors to help him raise his barn, or to reason to the state of the state of the state of the state of the portion laws, nothing to the incorporation. Whatevers expital or labor is contributed to it is entirely private.

The ownership of the labor and capital provided in private—as much so as the banker's ownership of his team, and so on. It is private labor that builds the railroad, from the first shoveful of directions that is thrown until the last splic is driven and the road is ready for business. And then, when it is ready to property.

But some will are the state of the labor and capital provided in property.

operate, it is all the product of individual or private property.

But some will say, the right of way was given. In regard to that, I think there is much misapprehension. Those who desire to build a railroad, of course, must in some manner obtain the right of way on which to build it. They appeal to the State on the ground that the proposed investment is of a highly beneficial character to the public, and they ask the State to exercise its right of eminent domain in order that the road may be built. The State only can exercise the right of eminent domain for the benefit of the public, and then upon just compensation to be made to the owner for whatever is taken. The State could not take private property for the benefit of A., B., C., D., E., F., and others A BENEFICENT MONOPOLY.

Now up to this time everything in the railroad has comfrom private sources, and the labor belongs to the indials, as much as the labor of the man who tills a farm. Viduals, as intends the teacher of ownership. The value of the property is its income-producing quality. This bill strikes at the control, and directly affects the income-producing at the control, and directly affects the income-producing capacity of the properties. Now, if the investment is legitimate, if its nature is so highly beneficial that the State can do, to add its construction, what it could not do for the establishment of a factory or any other legitimate business, wherein is the reason for the interference with the values and the control of this property is no monepoly is given to it; it interferes with no rights previously existing, and is never used except when it offers advantages to the shipper or traveller superior to those existing before. If it is a monopoly, it is only a beneficent one, cheapening and facilitating travel and commerce.

WINT SHOULD THE STATE MEDDLE 1

WHY SHOULD THE STATE MEDDLE ? t the State has given nothing railroad company but what it every other citizen, if it has put money in, if the company has no monopoly, if its ser no money in, if the company has no monopoly, if its services are necessarily of a beneficial character, why should the State interfere with its ownership and with its income-producing qualities! And if the State, or if Congress, impairs the value of this property, why should not compensation be made to the owners! and before putting into operation a law that will affect values, ought not compensation to be made, as is done when the Government exercises its right of eminent domain and condenns the property of A., that the road may be built which the company pays for! By a reduction of income-producing qualities the value of the very right of way which the railroad company has paid for is affected.

COMPETITION A CERTAINTY IF YOU DON'T MEDDLE.

COMPRTITION A CERTAINTY IF YOU DON'T MEDDLE. The geography and topography of the country mak empetition a certainty. This bill denies to the railroads he right to charge less for the greater distance than for the charter. I do not suppose that any railroad company ever carried freight or passengers for the longer distance for less than for the shorter, unless competition or some other circumstance beyond the control of the company compelled. The only alternative would be to yield the business. It is a principle in good railinoiding to reject no business that offers, if it can possibly be done, for long as it will pay the additional expense consequent upon its own movement. A very large portion of the traffic of the country is done below the average cost. The fixed expenses and the semi-fixed expenses of a railroad company are very large. They, as well as the operating expenses, are included, to make the average cost of movement. The average of operating expenses per ton is a very different figure from that of the average cost per ton, the latter including operating expenses, fixed expenses and semi-fixed expenses. Thus, take the business from the Atlantic to the Pacific of from the Pacific to the Atlantic, and we find competition by the Isthmus of for less than for the shorter, unless competition or some from the Atlantic to the Farme or from the Farme of the Atlantic, and we find competition by the Isthmus of Panama and competition by (ape Horn; we find overland routes of different lenarth, of different grades and curves, varying in volume of business and in expense of operating. We have very different average expense for movement.

WHAT PIXES RATES. The longer road must compete with the shorter. The road with the heaviest gradients must compete with the road of easier. The road having a small volume of business must compete with the road having a large volume of business. The cost of fuel is a very important item varying on the different railroads. Yet the road having the lesser volume of business, the road having the longer line, having the heaviest grades and curves, having the higher cost of fuel, will be in competition with, and will have to carry as cheaply as one, having the shorter line, the easier gradients, the cheaper fuel and the larger vol

the easier gradients, the cheaper fuel and the larger volume of bushiness.

All these are factors that determine the rates at which the railroad may possibly do business, however meagre the profits. All the overland lines of railroad find their rates very largely controlled or influenced by the routes by way of the Isthmus of Panama and of Cape Horn. Meeting that competition, and being willing to accept a small profit where a large one cannot be had, they carry, along the line between the two extreme points, the same character of freight at less raises than it is carried from east to west, or from west to east to intermediate places. Thus, because of competition, freight going from New-York to San Francisco may pass over the various lines of road making up a through line for, perhaps, half their regular rates, say from New-York to Buffalo, from Buffalo to Chicago, from Chicago to Omaha, from Omaha to Salt Lake and so on to destination on the Pacific Coast. No profit is so small as to be despised. Business is done at that rate rather than not do it at all.

A MARKED ILLUSTRATION. Take a more marked illustration. The Southern Pacific road strikes the Atlantic waters at a much loss distance than any of its more northern competitors. It has a line of cas gradients comparatively, and it competes not only with its northern rivals, but more particularly with the Cape Horn and Isthmus of Panama routes, because of its shorter line and easy gradients. In this competition it often takes freight between the two occans as low as \$10, while it takes freight half the two oceans as low as \$10, while it takes freight half way for, say \$30 a ton, a most reasonable rate for the limited local business of that country. Now, if it makes only a deliar net on the freight from 8an Francisce to New-Orleans at \$10, it is glad to make that dollar where it can get no more; but a ton of freight going to El Paco, something over half the distance, will pay \$30 a ton. Now, if the freight at \$10 to New-Orleans pays \$1 profit, the freight at \$10 to New-Orleans pays \$2 profit, the freight going a less distance, to El Faso, would pay as much profit as 21 tons going through to New-Orleans, and the rates charged to El Paso are but fair, as is shown by the gross earnings and the gross expenses of the road, leaving but a very narrow net profit.

The shorter distance is not charged any more because of the less rate for the longer distance. Indeed, the lenger distance helps the railroad company to maintain lissif, while without that help, perhaps, it could not do the shorter business at all. Is this Congress prepared to say that small earnings shall be deepused, that they shall not be sourced when greater cannot be had; are they prepared to deny to individual shippers and communities the benefit of their more favor-able location, whether made so because of the geography

shippers and communities the benefit of their more favor-shie location, whether made so because of the geography and topography of the country, or by artificial means? It is the misioritine of some places not to be so well located, and not the faunt of the more favorable places, that nat-ure or art has given them superior advantages. It seems to me that Congress might as well deny the shipper the right to avail himself of these natural or artificial advan-tages as deny to the raironal the right to avail itself opportunities to meet compention.

There is a class of treight that can stand only a certain arge. A greater charge becomes prohibitory. A very large part of the unmanufactured raw material of this slongs to this class, paying a trifle over the alaal cost consequent upon its move-developing a business that may better, and giving its small portion of pay better, and giving its
het profit above the cost of movement toward the large
items of fixed and semi-fixed expenses. Whether a road
to not determined by ing a profitable business or not is not determined by ntage of operating expenses. Thus, a road ds and doing a small business, may

its percentage of operating expenses the amount earned very small, as if there could be thrown upon in addition a large dualness of cheap transportation, its sermings would be large, but the percent of operating excenses would be increased; and to the extent that there was a not earning on this cheap class of, freight, just so are the compan would be benefited. The long haul at heap competing rates is really beneficial to the best haul at non-competing rates. It may be that noither alone would maintain as road. If I understand this bill correctly, under it the large lines of refireds passing through different States of the control of the

State, and making a barrier of the boundary of a State to A STORY OF TEXAN EXILES. the free transportation of commerce.

State, and making a barrier of the boundary of a State to the free transportation of commerce.

Bince the first road was built in the United States up to this time, the railroads have substantially fixed their own rates for service, until to-day the rate is such as was not dreamed of as possible twenty years ago; nor was it believed possible even ten years ago. The whole country is developed. No product has suffered for want of movement. The general railroad management of the country is careful to consider what the cheap, unmanufactured products of the country can afford to pay, and make their rates with a view that production shall not be bindered. The rates charged for manufactured goods, almost with a view that production shall not be bindered. The rates charged for manufactured goods, almost with an exception, do not affect the preducer or consumer. If the rates of freight upon manufactured articles were reduced one half, the probability is that there is nothing that moves by railroad over the longest line in the country whose price to the consumer would be affected or would be taken into consideration by the manufacturer. But the fractional part of a cent becomes a serious consequence in the long haul to most of the raw products of the country. The higher the maximums, the lower the possible minimums. Thus, in my own State, the maximum rates were 15 cents a ton per mile. With an average cost of 2 cents a mile for movement, which was about the average at one time, one ton of freight moved at 15 cents a ton per mile would enable the railroad to move fourteen tons at the minimum rate of 1 cent a ton per mile. There was at that time about one per cost of the business done at the maximum rate, while the other ninety-nine per cent was done at facts while the other ninety-nine per cent was done at a rates governed by circumstances and influences which the railroad company could not control.

SOME RESULTS OF THE MEASURE.

This bill seems to me not only to deny competition by railroads, which exist almost throughout the length and breadth of the country, but to exhibit a tendency to foster waterways to the positive discouragement of th railroad interests. If it aimed but to insure the water lines of communication against the competition of rails, I do not know how a bill could be framed to secure that

object better than this one.

If railroading is a legitimate busines, and if it is only the aggregate of the private property contributed by the stockholders; if it is maintained and operated by the labor of individuals, what just satisfaction there can

stockholders; if it is meintained and operated by the labor of individuals, what just satisfaction there can be for denviving the owners of control, and the property of its full earning capacity, within the laws as they existed at the time of the original investments. I am unable to see. It seems to me, clearly it is a violation of the rights of property and the rights of the labor r to receive a compensation for services performed. It is also a discouragement to this class of investments. The railroads up to this time have received the peculiar indorsement of being of such a highly beneficial character that the State could exercise the right of eminent domain to the end that the road might be built.

If this bill shall become a law, its consequences will be most disastents, in my jungment, to the varied business interests of the country. When you think that most of the products of the country pass one or more times over its railroads, of the many thousands of people who are engaged in their operations, the many more thousands whose calling depends upon these roads, and the vast volume of business and its great value that moves over them, it seems to me that Congress on at to consider with great care low far these investments, these industries of all kinds, may be disturbed. That they will be largely disturbed, it seems to me, must be plain to the dullest comprehension. While the railroad companies have practically been as free to manage their business under the common law as those engaged in other callings, the country has prospered, accommodations have been given and are given that promote the prosperity of every industry. There has been no taking of property industry, there has been no taking of property of that at tempted regulation which goes to and affects values directly and inevitably.

A NEW EXECUTIVE DEPARTMENT. SECRETARY OF AGRICULTURE AND LABOR. THE BILL PASSES THE HOUSE-INTERSTALE COM-

MERCE IN THE SENATE. WASHINGTON, Jan. 11.—On motion of Mr. Manderson in the Senate the House bill for the relief of settlers and purchasers of lands on the public domain in Nebraska and Kansas was taken up, the question being on the substitute reported by the Committee on Public Lands. The substitute appropriates \$25,000 to reimburse the pur-chasers, homesteaders and pre-empters, who had to pay for their lands to the Northern Kansas Ratiroad Con pany, which was decided by toe Circuit Court of the united States to have a prior title to the lands, the basis of relimbursement being \$3.50 an acre.

After discussion the substitute was agreed to-year 31, nays 17; and the bill, as thus amended, was passed, and a conference asked.

The Senate at 2 o'clock resumed consideration of the Interstate Commerce bill, and was addressed by Mr. Coke in favor of the conference report. The intelligent judgment of the country, he said, would approve it-not but because it was a beginning-a good, long step in the right direction. The bill went no further than the Engligh law regulating railroads, except that the latter did not prohibit pooling, but required such agreements to be submitted to the Court of Commissioners and to be absolutely free from injury to the interests of the people. In conclusion he said that it remained to be seen whether corporate power was so entrenched in the Senate that the nding bill was to share the fate of its predecessors. pending bill was to share the senate conferees, made an argument in favor of the bill. The country, he said, had for more than ten years demanded that the carrying trade be fairly and justly regulated by the Government. The construction sought to be put upon the fourth section (as to the long and short hault was simply absurd. The plain meaning of the section was that the carrier should not demand a larger gross sum for hauling a carload of grain or other freight over a part of his line than is demanded for hauling a similar carload of the same class of freight over its whole line. One effect of it would be to

Mr. McPherson asked Mr. Harris whether, in his opinion, the natural and inevitable effect of the fourth ection would, or would not, be to increase through rates. Mr. Harris-I am satisfied that the effect of the bill will be to prevent what is known as rate wars, which some times reduce through rates to a ruinous point; and they ought to be prevented. But, as to honest, legitimate, fair and square through rates, there is not, in my opinion, a single feature of the bull that will necessarily increase

through rates. McPherson-I am very much obliged to the Senato for that answer. The inevitable result, therefore, is that unless every railroad company in the country goes into bankruptcy, the through rates must be fixed at points that will give fair and equitable compensation for the local business. In other words the through rates must be equitable and compensatory. To-day 90 per cent of all he exported products of the country is carried by the railroads at rates which scarcely pay the cost of doing the work. That is the thing which the Senator complains of-that the through rates are too low, and that the local rates are made comparatively high so as to pay dividends. sense that the through rate is made reasonable, the natural and inevitable consequence is that the through

Mr. Aldrich asked Mr. Harris whether the proportion of through freight which the Boston and Albany road re-ceived on its California business would act as a limit on

Mr. Aldrich asked Mr. Harris whether the proportion of through freight which the Boston and Albany road received on its California business would act as a limit on its local rates.

Mr. Harris in reply stated that if, for instance, four great companies between the Pacific and the Atlantic fixed through rates per rat \$200 from San Prancisco, \$150 from Organia of \$100 from Omaha, the rule would be (as and the Atlantic fixed through rates per rat \$200 from San Prancisco to more than \$200 could be charged, from a point east of Own York from a point east of Own to more than \$150, and from a point east of Own to more than \$150, and from a point east of Own to more than \$150, and from a point east of Own to more than \$150.

Mr. Saulsbury also spoke in favor of the bill. The Sentral at \$15 o'clock went into secret session, and when the doors were re-opened, adjourned.

In the House Mr. Wills, of Kentucky, reported back the River and Harbor Appropriation bill, and it was referred to the Committee of the Whole.

Mr. Oates, of Alabama, from the Committee on Revision of the Laws, reported a bill to prohibit the appendment of Congressional committees to attend funerals at the public expense outside the Datrict of Columbia, and also to prohibit the draping of public buildings in mourning, except upon the authority of the President. House calendar.

In the morning hour the House resumed in Committee of the Whole consideration of the bill for the erection of a public building at Charleston, S. C. The bill appropriates \$100,000 for the purchase of the site and \$400,000 for the crection of the building. Mr. Hepburn's motion, and the bill as amended was passed by the House.

On motion of Mr. Hatch, of Missouri, the House went into the Committee of the Whole (Mr. Springer, of Illinois, in the charge of the site and \$400,000 for the crection of the building. Mr. Hepburn's motion, and the bill was passed. Yeas, 222; mays, 26, it provides that there shall be an executive department to be known as the Department of Agriculture and Lab

APPEAL TO CONGRESS. 1BY THEROTAPH TO THE TRIBUNE.]

LAW-ABIDING CITIZENS DRIVEN FROM HOME-AN

HOW DEMOCRATS CONTROL THAT STATE.

WASHINGTON, Jan. 11. - In the Senate to-day General Hawley presented a petition which describes a condition of affairs as existing in Washington County, Texas, that calls for an investigation by Congress, and explains in part how the State of Reagan and Ireland can roll up such enormous Democratic majorities as bave been reported during the last five or six years. The petitioners, who represent a large majority of the peaceable and law-abiling people of Washington County, are Stephen Hackworth, a real estate dealer; James L. Moore, a merchant and man of property; and Carl Schutz, who was District-Attorney from 1877 to 1880, and until recently editor of a German-Republican newspaper in the city of Breuham, where the petitioners live.

On December 4, 1986, they were informed by a prominent member of the Democratic Executive Committee acting with the full knowledge and consent of the committee and of the civil authorities, that if they would leave the county incuediately their fives would be spared, otherwise not. On December 6 Backworth was escorted to the railway station by members of the Demoeratic committee and by a number of friends, to protect them from bands of armed rufflans who had gathered or the preceding day to murder him, in case of his refusal to obey the orders of the Democratic committee. Time even was refused to move his family. Moote was perty, which he did at a sacrifice of more than one-half of its value. Schutz was driven away on December 6, returned on December 13 to remove his newspaper to Galvesion, and was again driven from the town at the mazzie of the pistol.

The petitioners say that they are law-a' fding citizens. who have never been charged with any crime, that they have appealed in valu to the authorities of the county and State, and that having no other resource they appear to Congress, "In the earnest hope that there may somewhere exist sufficient power to protect a citizen of

the United States in his own country."

The peristoners further say that during the election held on November 2, 1886, armed bands of ruffians turned the election into a farce, and that every effort of

## A STATEMENT FROM MR. VILAS. SEVERAL IMPORTANT ADMISSIONS-MANY SUGGES TIVE OMISSIONS.

Washington, Jan. 11 (Specials. - In a statement authority) ized by Mr. Vilas, respecting the Washington dispatch is THE TRIBUNE of to-day, relating to certain operations of the Superior Lumber Company, it is admitted that the Postmaster-General is "financially interested" in that meriy a clerk or bookkeeper for the company, but was not in its employ at the time of his appointment. It is dented that the Superior Lumber Company " was interested" in the logging business on Indian lands. It is asserted that the company "has never bought or dealt in any timber logging operations are entirely on its own lands," The statement also says that "there is reason to believe that this story was started by a man who falled to get the fedian agency, and is now trying to get even with

This last statement is without foundation. It will be noted that it is not denied that extensive locating operations have been and now are in operation on the Indian lands have been and now are in operation on the Indian land that these operations have been under the direction. Kennedy; that Kennedy is interested in Mr. Vilas Indiae pine is much less than the market price; that specual agent was sont from Washington to investigate the matter; that he found is need at work logging and so reported; that the local cut on the reservation for their way to why has the capte of lamber to the subject of the cutting of pine on the Indian reservation! What special degree of care was necessary to enable "the company" to keep off the reservation! Is Mr. Vilus "financially interested" in the bank from which Gregory stepped into the Indian reservation!

CAPTAIN MATTHEWS'S VISIT TO PERSIA. WASHINGTON, Jan. 11.—The Secretary of the Navy has received a report from Captain E. O. Matthews, commanding the United States steamer Brooklyn, dated Bombay, India, December 9, 1886, in which he states that, leaving Muscat, Arabia, on October 27, he reached Burshire, Per sia, October 31. On November 3, accompanied by a party of officers, he left the ship for shiruz, the capital of the Province of Farsistan, and from there went to the ruins of Persepolis. As they approached Shiraz they were met by a representative of the Sahib Deran (Deputy Governor General), who brought them horses for a remount upon passing the city, and one horse led in front as a mark of honor. A little further on they were met by a General. who came in behalf of Prince Jalai Dowhh, the Governor General of the province, and another led horse.

They were escorted to the summer garden of the Deran called Del-Go-Shar (Place of Delight), where they were entertained until they started for Persepolis. They were entertained with true Persian pollteness during their stay, and upon starting guards were sent ahead to inform the Governors where they stopped, so that they received every attention. Captain Matthews called upon the Sahlb Deran, to thank him for the attention shown, and was informed that it was by special instructions from the Shah and also from the Zele Sultan, the oldest son of the Shah, who is Governor General of the whole of southern Persia, resident at Ispahan. They seemed much interested in America and auxious to get cotton and to-bacco seed from there, with instructions anout culture and caring. America goes under the general name of Yaugee Donla, or New World. The ship was rejoined on November 22. Deran, called Del-Go-Shar (Place of Delight), where they

THE CLAIMS OF THE BRAZILIAN MAIL LINE. Washington, Jan. 11.—the Postmaster General to day reported to the House the results of his exammation of the claim of the United States and Brazil Mai. Steamship Company for transportation of foreign has been tendered by the department at quarterly in tervals to the company of the amount to which it is conshiered en itied under the law, but hitherto company has regularly returned to the department the company has regularly resulted amount. He says he has already stated the reasons why vessels of the United States, sailing in the course of their own tu mess as common carriers, are suniciently compen ated for the service they render in carrying mails by the sea and inland postage; and except for the fact that this claimant carried the mails, while others remeet, he is unable to distinguish any substantial ground to entitle it to exception from the general rule.

NEW-YORK HARBOR IMPROVEMENT. Washington, Jan. 11 (Special).—the River and Harbor bill as reported to the House contains no approgration for the continuance of the improvement New-Yora Harbor. 'The item was passed because of the controver-y over the projection to appoint a mixed commission to define the plan and supervise the work. The commission bill is in the hands of the Commerce Commetee, before which A. F. Higgi:ns, of the Chamber of Commer e, to day appeared with a Chamber, and ur ed the passage of the bill to place the harror improvements in the hands of a commis-sion to be composed of one Army engineer, one oneer of the Navy, one oneer of the toast burvey and two civilians. The civilians are to be appointed and two civilians on the recommendation of the Govand two civilians. The civilians are to be appointed by the President on the recommendation of the Governors of the Sastas of New-York and New-Jersey respectively. The members of the sub-committee have modified comewhat their opposition to a commission but are still unweiling to agree that the members of it shall to appointed on the recommendation of the tovernors of New-York and New-Jersey. It is not probable that the bill will pass the House at this

THE COST OF BUILDING THE NEWARK. Washington, Jan. 11.—To meet objections made by certain members of the House Naval Committee to the resolution increasing the appropriation for the countries amended the resolution so as to read as follows:

Resolved, That the Secretary of the Navy is hereby as
ized to readvertue for bits for the construction o. U
Mo. 1 this Newarty, and contract, for such construction

sum of money which, together with the cest of equip-, exclusive of armament, shall not exceed \$1,300,000. Representative Boutelle has given notice that he will prose the adoption of the resolution by the House.

WASHINGTON NOTES. WASHINGTON, Tuesday, Jan. 11, 1887.
RESIGNATION.—Professor Ferdinand V. Hayden, of the

United States Geological Survey, has resigned owing to continued ill health. PENSION LEGISLATION.—The Senate Committee on Pen PENSION LEGISLATION.—The Senate the senate the bill introduced by Mr. Culiom at the last session, which provides that persons permanently disabled in the service shall hereafter receive, in lieu of all pensions new paid them, \$72 per month.

vice shall hereafter receive, in field of all pointeds now paid them, \$72 per month. The Hennepin Canal.—The Secretary of War to-day The Hessard Case a report from the Board of Engineers upon the proposed acquisition by the Government of the Hennepin Canal. The report is generally favorable to the construction of the canalon the line designated in the bill reported by the House Committee on Railways and Canals.

COMMODORE TRUXTUN. -Senator Blackburn, from the Committee on Naval Affairs, to-day reported favorably a bill authorizing the President to promote William T. Truxtun to the grade of Rear Admiral, to take effect from February 19, 1886.

RAILEOAD INTERESTS.

MR. DEPEW ADVISES A SETTLEMENT. REPLY TO CRITICISMS ON THE LARE SHORE-THE

PACTS ABOUT THE NICKEL PLATE DECISION. In the course of a conversation on the Nickel Plate decision yesterday, President Chauncey M. Depew "There is apparently a misunderlanding of the post-

tron of the Lake Sho e and an unjust criticism of the lirectors. This has been specially the case recently with "The London Standard," The history of the Nickel Plate up to its acquisition by the Vanderbilts is pretty well known. Every one recognizes that the rose was built to compel the Lake Shore to buy it and for no other purpose. After the Lake Shore took control, it found that in order to meet outstanding obligations in shape of notes due, and to pay for outabligations in shape of notes due, and to pay for outetanding land contracts, it was necessary to create a
second morgage. The Nickel Plate also became indebted to the Lake Shore for several hundred thousand dollars. Finally the Nickel Plate was compelled
to default on its interest, and the first mortgage
bondholders brought suit for foreclosure. It was evident that this would wipe out not only the moneya
due the Lake Shore, but the \$6,500,000 it had invested in the stock. Now, what was the cuty of the
Lake Shore directors? As trustees surely it was to
find out just where they steed. When confronted yested in the stock. Now, what was the duty of the Lake Shore directors? As trustees surely it was to find out just where they stood. When confronted with this state of affairs they sent for the best legal talest to be found in Ohio and simply asked for information as to what their legal position was. When the next conference was held the coursel reported that they lad been amazed at the result of the investigations. They had found that the companies which were consolioated to form the Nickel Plate were not legal organizations and that the lesue of the first mortgage was fraudulent. The directors had made colinsive contracts with themselves as constructors by which they received as constructors several times the amount be road actually cost. The original projectors, in order to profect themselves as much as possible from in one inhibity, his displayed in some Stites to comply with the requirements of the law necessary to create a corporation. This vitiated the consolidation.

With this condition of affairs before them the plain and imperative duty of the Lake Shore directors was to ask a court of equity to determine their rights and institutions in the matter, for they were threatened not only with the loss of the large sum-invested, but also a contingent hability as Nickel Plate stockholders. Their duties to their steckholders required nothing less. The court holds that the first mortgage is invalid because of its fraudulent inception and issue. But the defacto corporation which created the second mortgage had the power to incur debts in order to miske the property available for railroad purposes, all that the Lake Shore directors did was to ask for

mortgage had the power to incur debts in order to make the property available for railroad purposes. All that the Lake Store directors did was to ask for a legal declaration of their riths and their duties when the extraordinary condition of the Nickel Plate organization was brought to their attention by this threatened foreclosure. Their only method for accomplishing this was under the forms of law to place all the facts before the court and await its decision. Neither the Vanderbilts mer the Lake Shore directors are in any way responsible for the creation of the Nickel Plate road, or for the issue of these securities, or for the facts upon which the court was compelled to render its judgment. There is no disposition on or for the facts upon which the court was compelled to render its judgment. There is no disposition on the part of the Lake Shore directors to take undue advantage of these conditions. They favor an equitable adjustment of all interests in the property. There can be of course, an appeal from the present decision and a long litigation, but there can be no doubt that now is the time for all parties in this litigation to get together and arrive at a friendly settlement."

MACVEAGH DEFENDS ADAMS. HE ATTACKS THE STEEL MEN AND FAVORS A DIS-CRIMINATING TARIFF.

CHICAGO, Jan. 11.-Franklin MacVeagh, one of the Gov rnment directors of the Union Pacific Railroad, in a let-

ernment directors of the Union Parkie Railroad, in a letter addressed to a morning paper regarding the tariff enacted by the Union Parkie on steel rails says:

"Whether or not it is fair to charge so, much more beyond the Missouri than on the side of it, it is having fair to eput the burden of such a long established a riff upon a newcourt to to the pool like Mr. Adams. That a large difference is justification all agrees, said just how much or how in layor of protection for themselves I fee, why haven't it a bell we feeling for the Fuelion men! Why take the of the Middand read, becaming the it is hew rails where it can buy cheaper than in Pueblic wit, in Chicaco, where they won't allow the Middand hay where it can buy the cheapert owit, in England! A why demand that he Middand shall build its tracks cheap than the Ben'ver and ido transle track, when they profess believe in high price tracks! And why app also the Nation Government, as is threatened, to dearloy the track of the Public "Blant"! What could the National Government, as is threatened, to dearloy the track of the Public "Blant"! What could the National Government, as is threatened, to dearloy the track of the Public "Blant"! What could the National Government do anoth a c. e., unless find a distinction between Colora alver minera and Colorado cosal and from mine! I for one am glad to have the question agriculed, for if the shoen ancesed in breaking the fariff it will be broken for the and I am by no means sure that it would not way for the rainfrands to have it broken. I am pained to hear of infant industries crying out against one another. I fear chall be forced in the end to think that like Tennysou's infan Mr. Adams's assailants have no language but a cry.

AN OUTLET FOR WEST VIRGINIA PRODUCTS. CUMBERLAND, Md., Jan. 11.-Grading on the Piedmon and Cumberland Railroad, of which S. B. Elkins is presi dent, is finished, and the line will be completed to this place in the early part of February ready for business. work was begun on the road in July last. The new road will connect the West Virginia Central and Pittsburg Railroad, known as the Davis and Eikins road, with the Baltimore and Ohio and Pennsylvania Railroads and the Chesapeake and Ohio Canal at this place, affording additional outlets for the coal, lumber and other products along the line of the West Virginia Central road in Mary land and West Virginia. The Pennsylvania Railroad Company is interested in the Piedmont and Cumberland Company is interested in the Piedmont and Cumberland road and has a close traffic arrangement with it and the West Virginia Central Company by which it reaches the central portion of West Virginia. By this connection coal and lumber from the interior of West Virginia and Maryland will reach New-York, Philadelphia, Baitmore and Wilmington over competing lines. The completion of the new fine will affect the bituminous coal trade in Exactor cities. Already the city of Cumberland is feeling the beneficial effects in a business way of the building of the new road. It is expected the business over the Piedmont and Cumberland road will amount to from 2,500 to 3,000 tons daily. It was the purpose of ex-Senator Payls and Mr. Elkins to connect the Piedmont and Cumberland road with the South Pennsylvania line, but this enterprise having been delayed they formed an alliance with the Pennsylvania Bailroad and that system at Cumberland.

THE SUIT AGAINST THE COAL COMBINATION. PHILADELPHIA, Jan. 11.—The hearing in the suits of the State against the coal combination and trunk line pool was continued to-day. J. Lowrie Bell, traffic mans the Reading Railroad Company, was examined by Mr. Gendell. Reterring to a question of Reading evening up tonnage with other roads, Mr. Bell said the Roading Com pany and always disputed the right of any one to make it turn over tonnage, and had never turned over tonnage to any other line out of Philadelphia. There was no formal contract with the New-York Central, the Eric and the Lehigh Valley, but the Reading had an understanding with

high Valley, but the Reading had an understanding with those roads through the various t affic agents for a division of prodits. The witness said that the Reading was never directly or indirectly connected with the trank line pool, nor in any way co-trolled by it.

Aff. Cenneth questioned the witness about Reading's sending treight to Eric and Fittsburg. Mr. Bell said: "We can get to Fittsburg when it is necessary, but we have to go around the barn to do it. We should have to go there by way of Einira and Waverly, and we have gotten his Pittsburg by way of Ashtaouia, Ohio."

The hearing was adjourned until Friday.

A arguy attended meeting of rairoad officials held a five-hoose session to any in the Continental Hotel for the purpose of arranging the coke pool percentages for the current year. There has been some dissatismaction with the existing allotment, and it was hoped that the differences would be adjusted at this meeting. The session adjourned, however, without reaching a settlement or fixing a date for another conference.

MISCELLANEOUS RAILWAY INTELLIGENCE. PHILADELPHIA, Jan. 11. - The banks in this city which have been made the depositories for the securities of the Reading Bailroad Company under the plan of reorganiza-

tion report that the deposits are being satisfactorily made and that fully a majority of the general mortgage bonds have been deposited.

It is now stated that the visit of ex-President Gowen to Europe is for the purpose of raising funds to complete the bouth Pennsylvania Kalirond.

CHICAGO, Jan. 11.—Harry C. Foster, one of the passen-

gers who escaped with his life from the disaster to the Haltimore and Ohio passenger train near Republic, Ohio, last week, but was pretty well shaken up and bruised, has entered suit against the company in the Superior Cours for \$5,000 damages. ST. LOUIS, Jan. 11.-The annual meeting of the stockholders of the St. Louis, Vandalia and Torre Haute Bail-road Company was held at Greenville to-day. The annual

report for the year ending October 31, 1886, shows gross earnings, \$1,478,330 18; expenses, \$1,011,144 54; not

PITTSBURG, Jan. 11.—The petition of Thomas P. Fow ler, of New-York, receiver of the Shenango and Allegheny Railroad, asking that he be allowed to pay out to the syn-dicate of creditors \$1,317 43 in excess of the original agreement was filed in the United States Circuit Court to-day. Judge Acheson referred the matter to a special master, who will report a form of decree. COLUMBUS, O., Jan. 11.—The stockholders of the Co-

mbus, Hocking Valley and foledo Railway Company held their annual meeting at the office of the company in ors: Charles Crocker and H. L. Terrell, New-York; John Newell and D. W. Caldwell, Cleveland; Jay O. Mass, Fandusky; W. M. Green and John W. Shaw. Columbus.
The board organized by electing the following officers:
John W. Shaw, president; W. M. Green, vice-president
and general manager; W. P. Shaw, secretary, and W. N.
Cott, treasurer.

The Southern Passenger Association, consisting of representatives of railroads south of the Potomac and east of the Mississippi River, met in annual session yes-terday at the Hotel Brunswick. The matter of paying commissions on theket sales was discussed the greater part of the day. M. Slaughter was chosen General Com-

PITTSBURG AND ERIE DIFFERENCES.

PITTSBURG, Jan. 11 (Special).-It is reported to-night on good authority that the real reason why the Vanderbilts want to break the Pittsburg and Lake Erie trust deed, and which they unsuccessfully attempted at yesterday's election, is to enable them to turn the road over to the Pennsylvania Railroad Company. At yesterday's election Mr. Murphy was elected auditor to succeed A. D. Smith, who still retains the position of general passenger agent. The Vanderbilt party made a strenous effort to make an employe of one of their Eastern roads auditor, but were defeated mainly through the efforts of Dr. Hostetter. Under the trust deed the manner of electing the trustees is plainly set forth. The Vanderbilt trustee is to always be elected by the Vanderbilts, and thus it was that William K. Vas derbilt was elected to succeed William H. Vanderbilt. The deed says, however, that the other four trustees are to select successors to themselves without the participation of the Vanderbilt trustee. This leaves the power of selecting the lifth trustee in the hands of Messrs. Hostetter, Hearic and Bennett, and it was to prevent this ex-Smith, who still retains the position of general passenger tetter, Henric and Hennett, and it was to prevent this ex-ercise of the power given by the trust deed that the Van-derbilt protest was made yesterday. The Pittsburgers want Mark Watson. A suit will grow out of the difficulty.

DISTRICT AND NORTHERN ELECTIONS. The New-York District Railway Company elected the following directors yesterday : J. Coleman Dayton, Willfam A. Street, Rowland R. Hazard, David Paton, W. Bar-

iam A. Street, Rowland R. Hazard, David Paton, W. Barclay Parsons, Jr., Calvin Goddard, L. W. Winchester, George B. Post, Sherburne B. Eaton, David H. Bates, R. W. Stevenson, Elisha Dyer 3d and R. W. Blackwell. The election was held at the office of the company in the Manhattan Building. In the same office the following directors of the New York City and Northern Railroad Company were also chosen: Eobert M. Gallaway, Robert C. Livingston, A. M. Billings, John M. Randell, George J. Forrest, William H. Hollister, Henry K. McHarg, Henry F. Dimock, George F. Stone, John L. McCook, George S. Lespinasse, Joseph S. Stout, and John J. Waterbury. Mr. Hazard stated that the District Railway Company was simply the continuation southward of the New-York City and Northern and was still alive to prosecute its underground scheme. He lays claim to the right of the District Company to go under Elm-st.

THROUGH NEW-YORK STATE.

FOUNDER'S DAY AT CORNELL.

ITHACA, Jan. 11 (Special).—Founder's Day was duly observed at Cornell University this morning, and the faculty, trustees and students gathered in the spacious armory to listen to the words of the distinguished erator of the day, Francis M. Finch, Judge of the Court of Ap-

"It was my fortune," said the speaker, " to be one of "It was my fortune," said the speaker, "to be one of those who watched at the cradle of the university, sometimes when the nights were dark and enemies gathered, and danger approached in the shadows." "It may be truly said of Mr. Cornell," concluded the orator, "that he literally gave his life to the University." Mrs. Ezra Cornell, the wife of the founder, and her family occupied seats in the andience and were much affected at times by the touching and pathetic words of Mr. Finch. A family reception and military ball were held to-night in the armory and were largely attended.

SUSPICIONS OF A DEAF-MUTE.

POUGHKEEPSIE, Jan. 11.—There are indications that Walter Bingham, the deaf-mute who murdered his sweetheart in the woods near Raleigh, N. C., is in this vicinity. A man answering his description and a deaf-mute called at police headquarters in this city last Thursday night and obtained lodgings.

VILLAGERS SEARCHING FOR A MISSING GIRL Lyons, Jan. 11 (Special).—People in Wolcott, a small village in this county, were aroused this morning by a ringing of church and fire bells. It was found that Belle ringing of caurch and fire bells. It was found that Belle Booth, youngest daughter of Deputy Sheriff Bordon Hooth, had disappeared from her home. In a few minutes the whole village was thrown into a state of intense excitement. Scores of men and boys started out to scour the surrounding country for the girl. Hours have been spent in search and yet no trace of her has been found. Miss Booth is twenty years of age.

OBITUARY.

WILLIAM H. NEWMAN. William H. Newman, grain commission merchant at No. 67 Exchange place, and one of the charter members of

the Produce Exchange, died at his home No. 1,062
Fourth-ave., yesterday, from peneumonia. Mr. Newman was born in Baltimore in 1852. In 1852 he was one of the largest commission merchants interested in southern produce. He then became engaged in grain exporting and built up an extensive business, his consignees being william Henry Schroeder & Co. of Liverpool and Hamburg. In 1857 he was about the only exporter who could deal on bills of exchange, and the result was that he was the largest buyer of wheat and corn on the Atlantic coast. After a time his business interests changed, Mr. Schroeder becoming the owner of large coal mines in Nova Scoila. He took an active interest in the Produce Exchange from its inception. He was one of the trustees of the New-York Produce Exchange Company in 1860, and was elected treasurer in that year and re-elected the following year. He was vice-president of the Exchange from 1853 to 1870. His funeral will take place from the Church of the Redeemer to morrow, and his body will be buried in the Moravian Cemetery, Staton Island. Exchange, died at his home No. 1,062

WILLIAM GURLEY.

TROY, Jan. 11.-William Gurley, one of the best known residents of Rensselser County, died here this morning of pneumouia, at the age of sixty-six years. For nearly a year he had suffered from the effects of overwork. He was born in Troy and has lived bere all his life. He was graduated from the Renssalear Polytechnic Institute, and for over forty years was engaged in the manufacture of engineers and surveyors instruments. Mr. Gurley was president of the Union National Bank, vice-president of the Kensser law? Polytechnic Institute, secretary and treasurer of the Troy and Bennington Radirosds, a trustee and at the Troy and Bennington Raitroids, a trustee and at one time president of the Young Men's Association, and president of the Troy Female Seminary, formerly known as Mrs. Willard's Female Academy. Mr. Gurley was an ardent Kepublican, and was several times elected Mayor, and in 1867 he was a memter of the Legislature. He gave largely to all public enterprises. His wife, one son and two daughters sur-vive him. One of the latter is the wife of Paul Cooke, son of Professor Cooke, of New-Brunswick, New-Jersey.

DR. WILLIAM PERRY.

EXETER, N. H., Jan. 11.-Dr. William Perry, the oldest person in Exeter and the oldest graduate of Harvard College, died this morning at the age of ninety-eight years. He was the sole survivor of the passengers on Fulton's first steamboat on its first trip down the Hudson seventynine years ago. He was born in Norton, Mass., in 1783, and was a member of 1811 in Harvard. The only surand was a member of 1811 in Harvard. The only surviving member of that class is William R. Sever, of Plymouth, Mass. Dr. Perry was one of the most successful and skilful physicians of his day in New-Hampshire, with a special knowledge of insanity. He was granufather of Saran Orno Jewett, the authoross. He leaves two sons, one of whom is a practising physician here. The other son, John T. Perry, until within a few years was connected with The Cincinnati Gazette, but is now engaged in Herary pursuits. clan here. The other son, John T. Perry, until within a few years was connected with The Cincinnati Gazette, but is now engaged in literary pursuits.

According to Dr. Perry the name of Fulton's boat was not, as is aimost universally stated, the Ciermont, but Katharine of Claremont. The boat was named for Fulton's wife, to whose people he was indebted for the money to carry out his steamboat idea.

OBITUARY NOTES.

KINGSTON, Jan. 11 (Special).-Andrew Near, one of the oldest leading citizens of this city, died to day at the age of Seventy-eight years. He was in the tanning business from 1824 to 1871, and for many years was vice-president of the State of New York National Hank.

PLYMOUTH, N. H., Jan. 11.—Colonel James F. Langdon,

a pioneer expressman and the originator of the United States and Canada Express, died last night at the age of eighty-four years. He was a route agent under President Pierce. RESCUED FROM A BRIG AND THEN ROBBED.

RESCUED FROM A BRIG AND THEN ROBBED.

Captain Pixon and seven sailors the crew of the British brig Albion, arrived here yesterlay on the steamer Barraconta, from Santa Cruz. The Albion leit Demerara for Porto Rico on December 17, and five days later encountered a violent huntriane which hew the vessel out of her course. On leit billioning afternoon the Albion was driven on a reef of sanita Cruz and the heavy swells keet her bottom pounding on the rocks during the night. The next morning several boats manned with natives rescued Captain Dixon and his crew. When they reached the shore the natives alole all of the clothing whose the wrecked people has laxed. Alcoward Captain Dixon and his men sarripped the wreck of her sails san rigging and then soul the vassel for \$150 for the benefit of the owners.

The steamer T. J. Robson arrived from Aberdeen with a serious leak. She had a stormy voyage throughout, but on January 2 na a hurricane she spring a leak in one of the micrompartments. While the crew were trying to stop this leak another started in the owners compartment. The planps had to be kept going throughout the rest of the voyage to keep they ease alload. The seas broke over the decas with great force, sweeping everything hovasols before them, and carrying away the steam pipes, covers and railings. The cargo consisted of steel rails, some of which had to be thrown overboard to lighten the vessel.

GOOD LESSON FOR GEORGE HOPE

A GOOD LESSON FOR GEORGE HOEY,
George Hoey, a son of John Hoey, has been indicted by the
Grand Jury of Freehold, N. J., for forging his father's name
to a draft for \$125. This he cashed recently at the office of the
Freehold Banking Company, John Heey and yesterday;
"This will be a good lesson to the young man and I trust will
bring him to his senses. He aid a similar thing two years
age; it was after he had been off having a good time. I presitue he signed the draft when in a condition not felly be realise what he was about."

earnings, \$467,185 64. The old board of directors was THE DEATH OF JOHN ROACH

PREPARATIONS FOR THE FUNERAL.

THE FRAMEWORK OF AN AUTOBIOGRAPHY-MR, ROACH'S RELIGION.

Among the many callers at John Roach's house, No. 624 Fifth-ave., yesterday were Henry Villard, P. W. Gallaudet, District-Attorney Walker, James Havemeyer, Samuel L. Benson, William J. Fryer, the Rev. Mr. Murray of White Plains, Dr. J. J. Edmundson of Philadelphia, George W. Stetson, Dr. E. A. Goodridge of Flushing, and James Gregory. Letters were received from Dr. J. H. Doughas, General Grant's physician; W. H. Shock, of Baltimore : Irving Babcock, of Stonington, and others. The pall-bearers at the funeral to-morrow morning at 11 o'clock, at St. Paul's Methodist Episcopal Church, will probably be George W. Quintard, George E. Reed, C. H. Mallory, James E. Ward, C. H. Delamater, Andrew Fletcher William Rowland and William Parker, of Chester, Penn. The music will be given by St. Paul's choir and the addresses by Dr. McChesney, Bishop Harris and the Morgan Iron Works and the Chester yard will attend the services. The Society of Architectural Iron Manufacturers, of which J. B. Cornell is president, has adopted resolutions of sympathy and will be present at the funeral. There will be a private service at the house for the family before going to the church. The body will be buried in Greenwood.

Mr. Roach left the framework of an autobiography

which includes an exhaustive account of many of more important incidents of his life. Among the most interesting chapters is a complete review of with the Government. He was an uneducated, even an illiterate man, but he had a marvellous fertility of language, an extensive vocabulary and brilliant wit. Metaphor and illustration were among the striking features of to say to a skilful stenographer, who reproduced his sen-tences with a more punctilious regard for syntax and grammar than their author had himself He prepared himself for literary work with the utmost care, collecting data and facts exhaustively. These he literally absorbed. They sunk into his memory, whence he would bring them up again years afterward with not a figure out of place or a name lost. His political spee were delivered without notes, and if they lacked the grace and accuracy of expression which a reviser might impart to them, they made up for these in directness and

impart to them, they made up for these in directness and originality.

In preparing his autobiography he was without a number of diaries representing about fifteen years of his early life which had been destroyed in a fire. Their loss was a source of deep regret to him, because, he said, "they contained the secret of all my successes later in my life. I used to put down every thing I did. They would show just how I overcame obtacles and triumphed in the midst of adversities." But in spite of this loss he left his family, presumably for arrangement and publication, a nearly complete history of his life.

rangement and publication, a hearly complete his life.

Mr. Roach was a fervently religious man, though he never distinctly embraced religion through any of the recognized churches. All his family associations tended to connect him with the Methodist church, but he never joined it. When he was at Mt. Mechurch, but he never joined it in hister who was staying at church, but he never joined it. When he was at Mt. McGregor in 1885, an ominient minister who was staying at Saratoza came up the mountain to visit him, and after expressing sympathy for his misfortupe asked Mr. Roach if he was a Christian. "Yes, sir," answered the shipbuilder, "and I always have been though I don't believe all the preachers tell me. I think there are two things a man must accept in order to be happy after death. These are the holiness of God and the Divine mission of Christ. I don't care a fig about what hell is like, or whether fature punishment is eternal or only probatory. I am not interested in doetrinal discussions, and regard predestination as of no concern or value. I put my trust in the God whose handlwork these mountains reveal, whose beneficence is shown in the good gifts with which he has stored man's handiwork these mountains reveal, whose beneficence is shown in the good gifts with which he has stored man's residence, the earth. I don't know how much or how little of the Old Testpment I believe, but I am satisfied that if a man accepts Christ as his saviour and lives a just life, dealing honestly with all men and generously with the unfortunate, he will be blessed after death. I rarely worship God in the churches, but I always worship him in the woods and on the ocean."

A TRIBUTE TO MR. ROACH. SYMPATHY AND KIND WISHES FROM PROMINENT MERCHANTS AND STEAMSHIP MEN.

Some days before his death Mr. Reach received a handsome and deserved tribute in the form of a letter signed by a number of leading men in maritime, industrial and commercial pursuits. This letter is as follows: NEW-YORK, Dec. 27, 1886.

Mr. John Roach,

Dear Sir: Your prolonged illness and enforced absence from your usual haunts have deprived us of your cheering presence in our unlist. We desire to express to you our heartfelt sympathy in your sufferings and misfortunes, and to assure you of our esteem and appreciation of your sterling and manly qualifities, your indoutitable perseverance against obstacles seeming unsurmountable, and greater than all these, your undoubted and unsurmountable integrity.

able, and greater than all these, your undoubted and unimpeachable integrity.

Those amongst us who have had contracts and dealings with you have a greater appreciation of your sterling qualities than others, and regret more your enforced retirement from business.

The steamships you have built, and which are a credit to their owners and the flag they fly, are mute witnesses to the thorough workmanship and knowledge of their builder, and we venture to prophosy that, in future generations, when the commercial marine will be fully recognized and appreciated, the name of John Roach will be handed down to poserty as the symbol of porseverance, honesty and a well-spent life, having always in

be handed down to poserity as the symbol of persever-ance, honesty and a well-spent life, having aiways in mind those good old maxims, "Do unto others as you would they should do unto you," and "What thy hand lindeth to do, do it with thy might."

With our very best wishes for your speedy recovery, we remain, dear sir,

James E. Ward & Co., New-York and Cuba Mail S. S.

J. B. Houston, president Pacific Mail S. S. Co. The United States and Brazil Mail S. S. Co., per J. M. F. A. Alexander & Sons. C. H. Mailory & Co., agents New-York and Texas S. S

Co.

H. Younge, agent, Ocean S. S. Co., of Savannah.
William H. Wallace.
Borden & Lovell, agents Old Colony Steamboat Co.
Manning, Maxwell & Moore.
Eaton Cole & Burnham Co., per E. H. Cole, treasurer.
Van Wickle, Stout & Co.
Sam'l H. Seaman.
James Williamson & Co.
American Tube Works, per W. H. Balley, agent.
A. R. Whiting & Co.
N. S. McCready, president Old Dominion S. S. Co.
James W. Quintard & Co., New-York and Charleston
S. S. Co.
George F. Blake Manufacturing Co.

George F. Blake Manufacturing Co., per George H.

STARVATION, DRINK AND CONSUMPTION, A HUSBAND DEAD AND HIS WIFE NEARLY SO.

WITH MONEY IN A BANK. Thomas Mackay, who with his wife, Mary, was taken from his rooms at No. 1,219 Third-ave. to Bellevue Hos pital on Monday night in a destitute condition, died yes terday. Mrs. Mackay will probably recover. His death was the result of starvation, sickness and alcoholism. Neither he nor his wife had had any food for over a week except that which had been given them by the neighbors. Yet the couple had a snug little sum in the Emigrants' Savings Bank and own some real estate out West. They can scarcely, however, be termed misers. Their story is rather an illustration of the evils of drinking to exe than the eccentricities of avaricious money-graspers Mackay was about sixty-eight years old. He was a man of intellectual power, good family, and was at one time wealthy. He lost his money in property speculations in Minnesota. He became a bookkeeper for Henry

McGuckin, a plumber in Sixth-ave., and remained in h employ for a great many years.

When well advanced in life he went to Europe married. His wife was much younger than he sad in thought by many to be a trifle insane. She fairly worshipped him. When he was at work she would come and stand in front of the door and express her admiration for

shipped him. When he was at work size would come and stand in front of the door and express her admiration for him in the most grotesque manner. Two years ago he entered the employ of Henry J. McGuckin, of 1,239. Third-ave. Mr. McGuckin thought highly of him in spite of his periodic sprees, in which Mrs. Mackay joined. He left this last place some months ago, and of late did nothing but drink. His langs became affected, but this only caused him to drink the more. He drew \$40 a month from the bank and spens most of it for rum. At last both he and his wife became so reduced in health that they could not leave their bed, and would have died but for the assistance of the janitress, Mrs. Murphy, and other neighbors.

Father Meany happened to call on Monday and seeing their wretched condition sent word to Captain Gunner of the Fitty-minth Street Police Station. Dr. Janieski was called in and ordered them to be taken to Helievie Hospital. The police round little cles in the rooms but empty whiskey bottles and an old trunk containing the bank book No. 185,105, some silveware and other valuables. There was no food or line ann both were well-nigh frozen.

Dr. Spencer, who took charge of them at the hospital, found the old man in the last stages of consumption. Nothing could be done to save him. He never recovered consciousness before he died. Mrs. Mackay still raves, but her strong constitution will probably save har. They were both too stappaly intoxicates to tell the neighbors about the money in the bank. This amounts to \$187.84.

SETTLING THE CHARLICK ESTATE. valued at about \$700,000. He left his property to his widow, his two daughters, Mrs. William M. Reynolds and widow, his two daughters, Mrs. William M. Reynolds and Mrs. Murray, and his son, Gardner Charlick. Mrs. Charlick died a few years later. Soon afterward the Havemeyers put in ciaims against his estate for some \$300,000 on certain stock transactions. Mr. Charlick's stocutors, A. J. Vanderpoei and George W. Quintard, combatted the claims. Litigation followed, but hnally an agreement was reached and just previous to January 1 the executors allowed the Havemeyers \$160,000 and the matter tors allowed the Havemeyers \$160,000 and the matter to be a fine Long Island Kailroad Company, left claims of \$40,000 against that corporation, but counter-claims were presented and allowed as a set off. Some minor claims against the estate were merged in those of the Havemeyers.

MISSING FOR SEVEN WREES,

John Walsh, who was employed in shaft No. 34 of the new Aqueduct, at Highleridge, got a letter from his wife on Thanks giving Day informing him his child was ill. Mrs. Walsh are fer baby were as No. 312 thank Twonty-nebes, Walsh dree his pay and sharped for some bull sever received there. Notice did he return to his work and the police were asked yesternly to search for Walsh.